

REGIONAL **Grocers and Commission Merchants,**
and 170 Front St., Portland, Oregon.
COMPANY San Francisco

FULL WEIGHT PURE

Passage of the Logan and Blair Pension Bill.

Washington, March 30.—The senate amendments were more hurried in to the house.

March 30.—The 48th U. S. and yard men who started to work at night at 10 o'clock had but begun to get their earnings started when a message came to the Western Avenue firehouse that all the men should

High Denver pioneers in carriages Alpha hotel members of the Denver real estate exchange in buggies.

Sixth division—Trades display etc. Miscellaneous contractors brickmakers and brick-

[illegible][illegible][illegible]

E. LEWISTON, Proprietor.

Whoooping Cough, Croup, Bronchitis, Asthma, and every affecting of the Throat, Lungs and Chest are speedily and permanently cured by the use of
MANUFACTURERS OF
New Trees and Castles of Every Description

From New York for Portland, Me.
STETON, & CO.'S DISPATCH LINE

108 Third St., Abington Building.

MINING OFFICE.

Assaying.

London, Mass. 2000 by orders generally

to lock

A K OF L MANIFESTO.

Powderly Confesses that Strikes Have Not

Toronto March 30.—Rev. Dr. Fulton of
Brooklyn, whose recently published book,
"Why Preests should Wed," caused such a
sensation at Boston, has now published a

[illegible][illegible]

TRADE MARK

A. FARMER & SONS

Wine and Spirit Merchants

"De" Timara-as

ARCHIVE®

NEW TO-DAY.

morning. We Will

FIRST QUALITY

Cent's Each
Price, \$1 50.
PINK, BLUE AND
weight for present use
Kid Gloves

ARE WITH YOU 30
k Restaurant
FD-A NURSE 10R 4 BIL
as a 10 per month 100000 at 100

Taylor Street
 SALE TO-DAY
 ose, Full Finished,
 id-Colored Hosiery
 cy-Striped Hosiery
 es at the Low Price
 Bros.
 and Washington Street

20 vols per jar J. N. Bristol 45

[illegible]

1-10 JOURNALERS-ON-AIR

S. N. OLIVAS GARDNER
 42 1/2 First St.
 Regular Adult Male
 110 lbs. 5' 10" 175
 TUESDAYS and FRIDAYS
 SPECIAL AD
 Household Pur-
 We are interested in
 MONDAY, APRIL
 1. HANSARD, Manager
 2. HANCOCK, Editor
 3. HANCOCK, Editor
 4. HANCOCK, Editor
 5. HANCOCK, Editor
 6. HANCOCK, Editor
 7. HANCOCK, Editor
 8. HANCOCK, Editor
 9. HANCOCK, Editor
 10. HANCOCK, Editor
 11. HANCOCK, Editor
 12. HANCOCK, Editor
 13. HANCOCK, Editor
 14. HANCOCK, Editor
 15. HANCOCK, Editor
 16. HANCOCK, Editor
 17. HANCOCK, Editor
 18. HANCOCK, Editor
 19. HANCOCK, Editor
 20. HANCOCK, Editor
 21. HANCOCK, Editor
 22. HANCOCK, Editor
 23. HANCOCK, Editor
 24. HANCOCK, Editor
 25. HANCOCK, Editor
 26. HANCOCK, Editor
 27. HANCOCK, Editor
 28. HANCOCK, Editor
 29. HANCOCK, Editor
 30. HANCOCK, Editor
 31. HANCOCK, Editor
 32. HANCOCK, Editor
 33. HANCOCK, Editor
 34. HANCOCK, Editor
 35. HANCOCK, Editor
 36. HANCOCK, Editor
 37. HANCOCK, Editor
 38. HANCOCK, Editor
 39. HANCOCK, Editor
 40. HANCOCK, Editor
 41. HANCOCK, Editor
 42. HANCOCK, Editor
 43. HANCOCK, Editor
 44. HANCOCK, Editor
 45. HANCOCK, Editor
 46. HANCOCK, Editor
 47. HANCOCK, Editor
 48. HANCOCK, Editor
 49. HANCOCK, Editor
 50. HANCOCK, Editor
 51. HANCOCK, Editor
 52. HANCOCK, Editor
 53. HANCOCK, Editor
 54. HANCOCK, Editor
 55. HANCOCK, Editor
 56. HANCOCK, Editor
 57. HANCOCK, Editor
 58. HANCOCK, Editor
 59. HANCOCK, Editor
 60. HANCOCK, Editor
 61. HANCOCK, Editor
 62. HANCOCK, Editor
 63. HANCOCK, Editor
 64. HANCOCK, Editor
 65. HANCOCK, Editor
 66. HANCOCK, Editor
 67. HANCOCK, Editor
 68. HANCOCK, Editor
 69. HANCOCK, Editor
 70. HANCOCK, Editor
 71. HANCOCK, Editor
 72. HANCOCK, Editor
 73. HANCOCK, Editor
 74. HANCOCK, Editor
 75. HANCOCK, Editor
 76. HANCOCK, Editor
 77. HANCOCK, Editor
 78. HANCOCK, Editor
 79. HANCOCK, Editor
 80. HANCOCK, Editor
 81. HANCOCK, Editor
 82. HANCOCK, Editor
 83. HANCOCK, Editor
 84. HANCOCK, Editor
 85. HANCOCK, Editor
 86. HANCOCK, Editor
 87. HANCOCK, Editor
 88. HANCOCK, Editor
 89. HANCOCK, Editor
 90. HANCOCK, Editor
 91. HANCOCK, Editor
 92. HANCOCK, Editor
 93. HANCOCK, Editor
 94. HANCOCK, Editor
 95. HANCOCK, Editor
 96. HANCOCK, Editor
 97. HANCOCK, Editor
 98. HANCOCK, Editor
 99. HANCOCK, Editor
 100. HANCOCK, Editor

[illegible][illegible]

HENRY H. HILDE
Prescription Drugs

[illegible]

CONFIDENTIAL

GOLDEN RULE BAZAR

SEASON 1903

Carrriages with Canopy Tops.
Carrriages with "Paris" Tops.
Carrriages with Wood Tops.
Carrriages with Reversible Handles.
Carrriages with Stationary Handles.
Carrriages with Wire Wheels.
Carrriages with Wooden Wheels.
Carrriages with Patent Wheels.

All Styles Manufactured at
Way-Down Prices.
SEE FOR YOURSELF.

Don't Forget we have a complete
assortment of

Croquet,
Lawn Tennis,


Base Ball Goods

Novelties Arriving Daily

COHEN, DAVIS & CO.

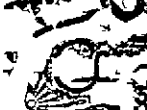
GOLDEN RULE BAZAAR.




A. STENSON & CO.
Clothiers and Hatters,
The Leading Spring Stock,
TO WHOLESALE AND OTHERS IN
QUALITY, QUANTITY AND PRICES.
W. W. 1-150 N. 10th St. W. W. 1-150 N. 10th St.
BARAINS
IN MEN'S BOYS AND CHILDREN'S
CLOTHING

Beyond question or doubt
the finest assortment of
Latest Styles and Highest
Qualities that will be offered
in this market this season.

Look where you will, but
don't buy before visiting
our place.



Corner First and Morrison,
Remember we give

remember, we give a
Bat and Ball with every
Boys' Suit.

EST'D 1862.

PLUMMER & BYERLEY
 D. W. Loomis and Chromists,
 A. G. D. 1872 in
PAINTS, OILS AND GLASS
 Agents for B. & W.

S. W. Corner First and Main Sts. **Portland**
LIBRARY ASSOCIATION.
 OF OREGON.
 Corner of Stark and Third streets,
 Portland, Oregon.
MEMBERSHIP OPEN TO ALL.
 Over 1,000 VOLUMES and 1-3 Papers per
 Periodicals.
 Monthly Dues, \$1, Quarterly \$3 and Half
 Yearly \$5.
DIRECTORS.
 WILLIAM M. LAMB, President
 EDWARD SCHUYLER, J. S. WOOD
 MATTIE W. DEALEY, J. H. LEWIS
 W. M. CORBETT, H. FALGOUT, S. SMITH
 E. S. ARNEY, J. G. KILGORE
 M. DEALEY, J. G. KILGORE
 H. FALGOUT, J. G. KILGORE
 J. SCHUYLER, J. G. KILGORE
 HENRY A. OXFORD, J. G. KILGORE
LAND PLASTER
 Everding & Farrell's
 Portland Oregon
SALAMANDER FELTING COMPANY.
 Manufacturers of Asbest, and other covering Industries.
 Large Stock on hand for the following: Portland Cement,
 Lime, etc. J. M. ALFRED, Asst. Secy. 1500 First
 St. Portland, Ore.

E. C. Geiger, M. D., *Homeopathist and Surgeon*,
 Cor. Third and Morrison Sts.

RAILWAYS AND STEAMBOATS

[illegible][illegible]

Arrive
San Francisco 4:40 A. M.
Portland 10:40 A. M.
Per diem (except baggage)
N Eugene 2:40 P. M.
N Portland 3:45 P. M.
Cleopatra (Daily between
Victoria and)
Quilna (Through train free
of charge)
To make connections with all the
great lines of the Pacific coast
and Corvallis.
Mail Train
Arrive
N Eugene 12:25 P. M.
N Portland 6:15 P. M.
Quilna connects with trains of the
Oregon Coast
Express Train
Arrive
N Eugene 8:00 P. M.
N Portland 9:00 A. M.
and baggage checked at com-
mon rates. Second class
seats in California can be pro-
cured at the rate of \$2.00 and \$2.00
per day for sleeping berth.
Permitted for shipment after 6
A. M. and before 10 P. M.
J. KOHLER, Manager,
Portland & Coast Agency

QUILNA ROUTE.

PACIFIC RAILROAD
—AND—
Development Company's
Shipping Line
—20 Hours Less Time
—and lower route
Free forwarding and freight bag-
gage. Through the Willamette valley
to the coast.

[illegible]

A
Sleepers (cheap fare)
Day coaches
on Palace Sleeping Cars.
Eating Dining Cars (meals 70c)
and to the East.
Tickets read via the Northern
and avoid change of cars.

TO A N and I'll M delivery
of 1st class 1st M third day
N - Friday night 1st front and O
M - Friday night 1st M arrive at
for all points on Puget Sound.
Gen'l Pass Agent S. E. Paul,
A. D. CHARLTON,
Agent, No 2 Washington street,
First and G Streets,

STAVELAND & WALKER

It Will Pay All Parties Wanting Fine Vehicles of Any Description to Call at

STAVELAND & WALKER'S
CARRIAGE REPAIR SHOP
NEW MARKET BLOCK.13 to 29 First Street and 12 to 28 Second Street,
PORTLAND, OREGON.

Where will be Found Every Style of Wheeled Goods Known to the Trade in All Grades and at Prices to Suit Everybody.

STUDEBAKER

SUPERIOR
Landaus,
Landauettes,
Wagonettes,
Omni-buses, Etc.ELEGANT
Cabriolets,
Broughams,
T. Cars,
Victorias, Etc.FINE
Speeding Wagons,
Trotting Sulkeys,
Skeleto Road Wagons,
Carts, Etc.HANDSOME
End Spring,
Side Spring,
Brewster Spring,
Timken Spring
Buggies, Etc.SUBSTANTIAL
4-Spring Wagons,
3-Spring Wagons,
Delivery Wagons,
Express Wagons,
Furniture Wagons,DURABLE
Farm Wagons,
Ore Wagons,
Coal Wagons,
Bakers' Wagons,
Ice Wagons, Etc.

Hiram W. Davis & Co's Full Line of Celebrated Medium-Priced Vehicles.

Frazier & Co's Road Carts, Trotting Sulkeys and Road Wagons.

Bucholz & Co's Wagonettes and Omnibuses.

McMurray & Fisher Trotting Sulkeys and Skeleto Road Wagons.

Also a Full Line of Harness of All Grades, Whips, Robes, and Carriage Furnishings.

The Largest and Most Complete Stock of Vehicles on the Pacific Coast.

It is a Pleasure to Show Our Goods to All Parties Interested Even Though not Intending to Purchase.

Out-of-Town Purchasers Will Find It Advantageous to Send for Our Handsomely Illustrated Catalogues. Mailed Free on Application.

STAVELAND & WALKER

AN OPEN RIVER.

Without it, Slow Development of the Columbia River Basin.

An Opinion that Two Railroads are Indispensable for the Needs of the Country—Branch Roads to the River.

Amidst the discussion of various questions judiciously connected with the joint lease of the Oregon Railway & Navigation property, Major A. F. Sears yesterday, in conversation with an Oregonian reporter made a point well worth consideration. He had been asked to give his opinion as to the relative cost of hauling grain over the Columbia river route (published elsewhere in this issue). Having complied with the request, he added that the prosperity of the great Columbia river basin did not depend upon the policy of the competing lines of railway. The hope for the full development of the agricultural resources of that region lay in an open river; not only in the reasonable freight rates that an open river will guarantee to the producer, but for the necessary transportation facilities which an open river will alone afford. The great desideratum of the agriculturist, next to reasonable rates of transportation, is promptness in getting his products to market. No two lines of single-track railway will be capable of moving the surplus grain of the inland Empire with any degree of promptness, say two or three years hence. Maj. Sears gave it as his opinion that if only one-half of the agricultural land of the Columbia river were placed under cultivation five lines of railway would not have capacity to haul the products to tide-water within, say, six months after harvest. The carrying capacity of a railroad is limited, of a large river unlimited.

Furthermore, said Maj. Sears, the agricultural development of the inland Empire will not come until there is an open river. The problem of transportation by water is easy of solution. The government may be expected to complete the locks at the Cascades, Oregon and Washington must build a boat railway around the dikes of the Columbia. Nature has furnished a better and more substantial foundation for such a railway than human hands can build. The railway once built, the principal investment will be for barges. The heavy traffic is down stream. One good steamboat can haul several loaded barges to tide-water, and bring them back empty. The capital invested in a line of steamboats and barges is small as compared with the amount required to build a railway through a mountainous country. Operating expenses, of course, are small in like proportion.

An open river itself would avail little in the full development of the inland Empire, for the reason that only a small part of the agricultural region is within easy hauling distance of the river. But the certain promise of low rates of freight will stimulate the building of railway lines from the interior to the river. Dr. Baker's road from Walla Walla to Waiilatpu is a fair sample of a score of others that will be built. The estimated cost of \$4000 to \$5000 a mile, and the residents of the country will build them without the aid of outside capital, and the profits of the enterprise will remain in the region that produces the grain.

I assume, if you wish, that the Northern Pacific and the O. R. N. this day are inclined to make rates on grain as low as an open river would afford—a very wild assumption—and that they are willing to give a perpetual guarantee for such low rates; you would then have only a partial development of the Columbia river basin, equal to the carrying capacity of the two roads. From my Eastern board of directors, nor upon the financial circumstances of far-away corporations. The people of Oregon and Washington will build them, and they cannot be forced to sell out. Besides, an open river will compel existing lines and those which shall be built in future to charge no more for

hauling freight than the low river rates. The hope of Portland and of the Columbia river basin, not in the abruptness of the joint lease, nor in continued war of rates between the O. R. N. and the Northern Pacific, but in an open river.

THE INDUSTRIAL FAIR.

Probably that the Mechanics' Fair Will be Merged in the New Enterprise.

The incorporation of the North Pacific Industrial Association, announced by THE OREGONIAN a day or two since, has met with the approval of very many of our citizens, who, although not unfriendly to the Mechanics' Fair Association, think that the time has arrived when a more comprehensive association, embracing both exhibitors and visitors, is needed, and more extensive accommodations for both exhibitors and visitors. This new association will furnish, it is probable, that the old association will sell their property to the new one and also take stock in it. The lumber and timber of the old pavilion could be utilized in the new scheme, and the incorporation of the new association cannot in common courtesy, do less than to make the old association an offer to buy their property.

The capital stock of the Industrial Fair Association is \$100,000, divided into shares of \$100. Stock books will shortly be opened and the stock will probably be subscribed in short order, for, as all are aware, the old fair association stock proved a most profitable investment. The objects of the new association as set forth in their articles of incorporation filed yesterday, are the purchasing and acquiring lands and the erection of and maintaining a building or buildings thereon for the purpose of holding fairs, exhibiting, importing and fatted stock, displaying mechanical, mineral, agricultural and other products, discoveries or inventions of the world; the maintaining a zoological garden or museum; the generating, selling or leasing steam or electric power, light or heat for mechanical, industrial or domestic purposes; the maintaining a hall or halls for holding public meetings or entertainments of any nature whatsoever; and to do any and all such other acts as may be necessary and proper.

NEW TRIALS DENIED.

Three Convicted Robbers, Including Pearl Page, to be Sentenced To-Day.

The convicted robbers, C. M. Harding and Paul Anderson, G. Dickerson, and George Duffy, who stole \$61 from Jennie Long, will be sentenced to the penitentiary this morning by Judge Stevens, who yesterday denied their motions for new trials.

Harding bore an indignant look when he was brought into the criminal court yesterday morning to hear the decision of Judge Stevens on the motions. His accomplice was greatly agitated and flushed. The court reviewed all the exceptions presented to him as to errors in law, impeaching testimony, challenging jurors, etc., but could find no tenable ground to justify him granting the defendants a new trial. Judge Stevens remarked that it was not a pleasant duty for him to condemn a woman for a crime, but his duty would not permit him to discriminate between one criminal and another.

The petition for the defense, asked for a stay of execution to which District Attorney McGinnis interposed an objection unless the stay was asked on the ground that the petition for a pardon for the woman would be presented to Governor Penney. Otherwise he would not consent to it.

TO BOOM THE STATE.

Liberal Subscriptions Received Toward the Advertising Fund.

The Work to Start In Very Soon—Everybody Asked to Contribute—Promises of Aid from the Northern Pacific.

The work of the immigration committee is still progressing favorably, but the members of the committee believe that there will be other and important names on the list by Monday, and they will give the list for publication later on. One of the committee was obliged to be absent from the city yesterday, and consequently the progress was not so great as it otherwise would have been.

Mr. Charles H. Dodd, an enthusiastic believer in advertising for all purposes, and an energetic worker in the present effort to make Portland's advantages known to the world, was seen yesterday by an OREGONIAN reporter, to whom he said:

"The great effort of the main committee is to raise at least \$100,000 per month in subscriptions to base the employment of men and the immediate publication of suitable literature. The other committee will receive subscriptions of \$5 and \$10 per month from wealthy public-spirited citizens who will give that amount, and in this way at least \$200,000 a year can be raised for advertising purposes. Experience has proved that to advertise in a brief and feeble manner is merely to establish that weakness. The advertising of Portland should be fearless and abundant. There is such a thorough and heroic manner that it will have its effect upon the denizens of cities like Chicago and the Northwest. This board intends to do it their efforts are seconded by our citizens. The canvass is going on, and the work of the committee will be to keep up the old list of names who are interested in this matter would call at the First National bank, Judd & Tilton's bank, the immigration board or my office and put their names down on the list for what they consider their share in payment for this work."

"Do the people you ask for money have a friendly feeling for your enterprise?"

"The committee have succeeded thus far admirably, as there is not a live man in the city but recognizes the necessity of the work undertaken, and those who have already subscribed have done so willingly as soon as convinced of the absolute necessity of the move. This cheerful spirit makes the committee to further labor, but it will be necessary for every man who has any property or influence in the city to subscribe his portion to pay for the work. The canvass for funds will be thorough and complete in every respect. Sub-committees will be formed to call on the citizens of East Portland and Albina for their share to support this work."

"What result do you expect from this wholesale advertising?"

"There is no question as to the success of the plan. Three years ago the legislature appropriated \$100,000 to advertise the state and literature to that amount was distributed by this committee and it brought magnificent results. Last year the work of the board was modest, the total receipts were less than \$1800 and the consequence is that immigration has fallen off very largely. One of the best methods of establishing the value of immigration is to learn how many checks of what size those immigrants bring from their home country banks. During 1888 and the early part of 1887 hundreds of thousands of dollars were received in this variety of checks. This is not the case to-day. Lack of immigration is the reason for the lack of these checks. There is no merchant or dealer in this city but who received a number of these checks during the early part of 1887, but in 1888 this class of paper is rarely seen. The only remedy for this is to help the immigration committee by liberal subscriptions. There is no merchant or dealer in this city but who received a number of these checks during the early part of 1887, but in 1888 this class of paper is rarely seen. The only remedy for this is to help the immigration committee by liberal subscriptions. There is no merchant or dealer in this city but who received a number of these checks during the early part of 1887, but in 1888 this class of paper is rarely seen. The only remedy for this is to help the immigration committee by liberal subscriptions."

test. It is of the utmost importance that we have the money soon as the season is now well advanced and what is to be done must be done quickly."

THE NORTHERN PACIFIC TO AID.

Mr. A. D. Chertoff, assistant general passenger agent of the Northern Pacific railroad said to an OREGONIAN reporter that his company will cheerfully distribute and distribute well any material to the board of immigration desired to have placed where it will do the most good. "Not only will the company place the literature in the office of every agent on its line, but will send any quantity desired to its several Eastern traveling agents, with instructions to place the documents in every railroad ticket office east of the Rock mountains. Mr. Chertoff says he personally requested the board of immigration some time since for pamphlets to distribute East, but the board declined to furnish them gratis."

COMPRESSED AIR A SUCCESS.

The New Locomotive Works Like a Charm—From Misers.

The compressed air locomotive plant for the New Castle coal mine made by the Phoenix Iron works of San Francisco, described in last Sunday's OREGONIAN has proven to be a complete success. A letter from the superintendent of the mine declares that it will fill all the bill in every respect. Mr. E. A. Rix arrived on the ground Monday afternoon and found the foundation had been well set up and the compressing engines well set up. Two days of lively work finished all the different pipe connections and on Thursday a number were started to test the system. This pneumatic locomotive has caused a great deal of adverse comment from both railroad men in the vicinity and also from others who still keep up the old illusion that all new machinery, in some way or other, will throw some of them out of employment. One particularly eloquent and forward miner was willing to wager his month's pay that the old white horse pulling coal for the boilers would get away with it in a fair test and predictions of failure were the ruling topic about the mine. Thursday noon the little locomotive ran onto the car track with its round air pipes on its tank and going down to the coal bunkers, coupled up with seven loaded coal cars standing on 1 per cent grade and without any aid of men or horses, it started the grade at a rattling pace to the satisfaction of the management, using but a few pounds of compressed air. The test was more than her requirement. Many other interesting experiments were made running back and forth with these loaded cars covered with about forty pounds of steam, until she would go despite their protests, tried to load her down and stop her by holding back against the cars, by "spraying" the wheels with sticks, etc., but all to no purpose. As a safe calculation this machine will haul twelve loaded coal cars one mile and return with no help.

THE WORLD ON WHEELS.

The world on wheels, or such portion of the world as war to be on wheels will do it, is the theme of the advertisement of Staveland & Walker of page 8 of today's issue. This firm have arranged to supply the requirements of all those wanting any kind of vehicle whatsoever, from the most elegant landaus, landauettes, cabriolets, etc., to medium-priced carriages, spring wagons, and delivery wagons. They expect a large and complete line of goods to be thoroughly first-class in all respects and cannot be approached by any other firm on the coast for the money. In connection with their carriage repository they have in stock a large and complete line of harness, as well as robes, whips and other carriage furnishings. They extend a cordial invitation to everyone to come and see them in their new quarters, the New Market block, or, if unable to do so, to send for their handsomely illustrated catalogue and price lists, mailed free on application.

THE FISH COMMISSION.

Violations of the Salmon Law Not to Be Permitted.

Interview With the President of the Board—New Site for a Hatchery Wanted—No Fear from the Alaska Salmon Industry.

Mr. F. C. Reed, president of the Oregon fish commission, who has spent some time at Washington, returned yesterday. He said to an OREGONIAN reporter that the hatchery had started this season about 1,250,000 fish, averaging three months old. About 100,000 still remain in the hatchery and they will be turned loose next week, closing up the season's work. The commission have completed a rack across Clackamas river to prevent the salmon from starting on the spring run from ascending higher. The salmon will lie in deep holes until July, when they will be caught in their spears. The lot of young fish will be turned out late in September or early in October, the time depending much on the weather. Mr. Reed thinks, if the river does not rise so high as to take the hatchery out, the hatchery ought to turn out next fall between 3,000,000 and 5,000,000 young fish.

LOOKING FOR A NEW SITE.

The state commission will turn over the Clackamas hatchery to the United States commission as soon as the necessary papers get through the "circumlocution office" at Washington, which will probably be late in June or early in July. The national government will reimburse the state for the amount expended in the improvement. Meantime the Oregon board will seek another site for a hatchery, so that hereafter the Columbia river will be replenished both by the state and the national government. Thus far only two places have been suggested as a site for the new hatchery, one on the Deschutes river, not less than sixty miles from its mouth, and the other on the Little Spokane river, in Eastern Washington, recommended by Prof. Livingston Stone. An objection to the Deschutes site is that there is no good road and the place is too far from civilization. Objection is also offered to the Little Spokane because it would be taking Oregon money to make improvements in a neighboring territory. This objection, however, is considered by the state commission as a mere technical one. The Columbia river is to be replenished by the state and the national government, and the state may be other places suitable for a site. The commission are not pressed for time, and they will be glad to hear from persons interested in the propagation of salmon, who can tell them of suitable sites.

TO PREVENT VIOLATIONS OF THE LAW.

Mr. Reed leaves to-day for Astoria. The close season ends to-night, but opens on a cloudy day, viz. from Saturday at 6 P. M. to Sunday at 6 P. M. Should the Indians warrant the action, Mr. Reed will charter a steamer and patrol the river to-night, and if he finds that fishing is done he will take necessary steps to stop it. Mr. Reed thinks, however, that there will be no trouble about enforcing the law against fishing on Sunday. The law was well observed the first year after its passage, but since that time has been honored altogether in the breach. "I am of the opinion," said Mr. Reed, "that as a fisherman learns that every other fisherman will keep off the river for one day, all will be glad to take the rest. Consequently, of course, the law will be no objection. I have assurance that, if the law is enforced, the river will be replenished on both sides of the river will be the salmon pass up unmolested one day in the week."

NO FEARS FROM ALASKA SALMON.

What do you think of the statement advanced that the salmon industry in Alaska will tend to drive canneries from the Columbia river? "I am of the opinion," said Mr. Reed, "that as a fisherman learns that every other fisherman will keep off the river for one day, all will be glad to take the rest. Consequently, of course, the law will be no objection. I have assurance that, if the law is enforced, the river will be replenished on both sides of the river will be the salmon pass up unmolested one day in the week."

are small and the canneries build fences clear across them, catching every salmon, and allowing one to ascend to the spawning grounds in the lakes. The owners will make some money while the salmon last, but it is my guess that three years from now the Alaska salmon will cut a very small figure in the world's supply.

THE YAGUINA JETTY.

One More Appropriation Will Finish It—Jetty Keel on the North Side.

Mr. J. S. Polhemus, who is in charge of the jetty work at Yaguina bay, is in the city and will probably remain here some time, work having been suspended at the bay until the new appropriation, \$120,000, becomes available. He says that since July 1, 1887, the jetty has been lengthened 400 feet, and it would cost about \$800,000. During this period 22,000 tons of rock were deposited in the jetty roadway. A further addition of 1200 feet to the jetty will complete it, but Captain Polhemus thinks that the \$120,000 appropriation is not sufficient to do the work remaining to be done. Provided it is, the jetty will be finished by July 1, 1893.

DULL IN THE LUMBER TRADE.

"How is business?" asked a reporter of a large manufacturer of lumber yesterday. "The lumber business is very dull, as there is no more being shipped West," was the reply. "What is the occasion of this?" "Well, to put it in a few words, other places are getting cheaper rates than are far in our line. So there is literally nothing doing in our line."

7 OAKS FOR RHEUMATISM, NEURALGIA, TOOTHACHE, CHILLS AND FEVER, COLIC AND COUGHS. All Druggists.

ROYAL BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. No adulteration. It is the only baking powder in the world.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

WALLPAPER AND WINDOW SHADES.

TECHNICAL

CELEBRATED

THE BEST

FOR SALE EVERYWHERE

THOMPSON, LANGRISH

NEW YORK, SOLE IMPORTERS

C. W. BOYNTON

Patented and Manufactured

Boydton's Latest Work

AND

Saws and Files of all

Kinds.

The celebrated Boydton's

Pure Gold Steel Files

and Coyles Planes

All sold agents for Oregon and

Washington Territory

Harvey W. Peace & Co.

Sawyers.

Hand, Plane, Band, Chain

Saws, and all other

Tools of every description.

No. 40 First Street

Corner 1st

PORTLAND, ORE.

W. A. KIMBLE

Helliwell

Leading Portland

Office at 107

107

107

107

107

107

107

107

107

107

107

107

107

107

107

107

107

107